

## AMENDMENTS TO THE CLAIMS

1 - 30 (Cancelled).

31. (New) A method of securing components of a vehicular driveshaft assembly comprising:

- providing a driveshaft tube having an open end;
- providing an inductor around the driveshaft tube, wherein the inductor has an approximate mid-point, and wherein the end of the driveshaft tube is in alignment with the approximate mid-point of the inductor;
- providing an end fitting;
- disposing the end fitting into the open end of the driveshaft tube; and
- energizing the inductor to generate a magnetic field for collapsing the driveshaft tube about the end fitting at a velocity sufficient to magnetic pulse weld the driveshaft tube and end fitting to each other.

32. (New) A method of securing components of a vehicular driveshaft assembly comprising:

- providing an end fitting;
- providing a driveshaft tube having an open end;
- providing an inductor around the end of the driveshaft tube;
- providing a locator fixture positioned at the open end of the driveshaft tube, the locator fixture being configured to establish a predetermined axial position of the end fitting with respect to the driveshaft tube, and the locator fixture being configured to establish radial centering of the end fitting with respect to the driveshaft tube;
- disposing the end fitting into the open end of the driveshaft tube, thereby establishing the predetermined axial position of the end fitting with respect to the driveshaft tube and the radial centering of the end fitting with respect to the driveshaft tube; and

energizing the inductor to generate a magnetic field for collapsing the driveshaft tube about the end fitting at a velocity sufficient to magnetic pulse weld the driveshaft tube and end fitting to each other.

33. (New) A method of securing components of a vehicular driveshaft assembly comprising:

providing a driveshaft tube having an open end;

providing an end fitting having a shoulder;

disposing the end fitting into the open end of the driveshaft tube, with the end fitting intersecting the shoulder;

providing an inductor around the driveshaft tube;

providing a contamination shield about the shoulder, positioned around and spanning the intersection of the shoulder and the end of the driveshaft tube; and

energizing the inductor to generate a magnetic field for collapsing the driveshaft tube about the end fitting at a velocity sufficient to magnetic pulse weld the driveshaft tube and end fitting to each other.

34. (New) The method of Claim 33 wherein the contamination shield is of a plastic material.

35. (New) The method of Claim 33 wherein the contamination shield is a polyethylene film.

36. (New) The method of Claim 33 wherein the contamination shield has a thickness within the range of from about 0.5 to about 5 mm.

37. (New) A method of securing components of a vehicular driveshaft assembly comprising:

providing a driveshaft tube having an open end;

providing an inductor around the driveshaft tube;

providing an end fitting having two axially spaced apart annular prime welding surfaces separated by an annular slot;

disposing the end fitting into the open end of the driveshaft tube; and

energizing the inductor to generate a magnetic field for collapsing the driveshaft tube about the end fitting at a velocity sufficient to magnetic pulse weld the driveshaft tube and end fitting to each other, wherein the weld comprises two axially spaced apart welds.

38. (New) The method of Claim 37 wherein the two axially spaced apart annular prime welding surfaces define a convex welding surface.

39. (New) The method of Claim 37 wherein the two axially spaced apart annular prime welding surfaces define a concave welding surface.

40. (New) A method of securing components of a vehicular driveshaft assembly comprising:

providing a driveshaft tube having an open end;

providing an inductor around the driveshaft tube;

providing an end fitting having an outer surface and an inner surface, wherein the inner surface has an annular slot for improving the flexibility of the end fitting;

disposing the end fitting into the open end of the driveshaft tube; and

energizing the inductor to generate a magnetic field for collapsing the driveshaft tube about the end fitting at a velocity sufficient to magnetic pulse weld the driveshaft tube and end fitting to each other.

41. (New) The method of Claim 40 wherein annular slot has a width within the range of from about 2 to about 5 mm.

42. (New) The method of Claim 40 wherein annular slot has a depth within the range of from about 1.0 to about 10 mm.